AC 135.169-1

DATE 9/24/79

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

FAR GUIDANCE MATERIAL

Subject: SMALL PROPELLER-DRIVEN AIR TAXI AIRPLANES THAT MEET SECTION 135.169 (Formerly Section 135.144)

1. PURPOSE. This circular provides a summary of and information on small propeller-driven air taxi airplanes that comply with Section 135.169(b) (formerly Section 135.144) and may continue operations under FAR 135 with 10 or more passenger seats.

2. CANCELLATION. AC 135.144-1, "Small Propeller-Driven Air Taxi Airplanes That Meet Section 135.144," dated April 13, 1972, is canceled.

3. REFERENCE. Section 135.169(b) prescribes that no person may operate a reciprocating engine or turbo-propeller powered small airplane in operations to which FAR 135 applies that has a passenger seating configuration, excluding any pilot seat, of 10 seats or more unless that airplane is type certificated -

a. In the transport category;

b. Before July 1, 1970, in the normal category and meets special conditions issued by the Administrator for airplanes intended for use in operations under FAR 135;

c. Before July 19, 1970, in the normal category and meets the additional airworthiness standards in SFAR No. 23; or

d. In the normal category and meets the additional airworthiness standards prescribed in Appendix A of FAR 135.

4. SUMMARY AND INFORMATION. Small propeller-driven airplanes that comply with one of the four provisions of Section 135.169(b) are as follows:

a. Beech Models 99, 99A, A99 and A99A.

(For certification basis, refer to Type Certificate (TC) Data Sheet No. A 14 CE)

Initiated by: AWS-100

Airplanes of these model designations have been produced to comply with special conditions equivalent to SFAR 23, and they comply with Section 135.169(b)(2).

b. Britten - Norman Model BN-2A Mk 111

(For certification basis, refer to TC Data Sheet No. A 29 EU)

Airplanes of this model designation have been produced to comply with Appendix A of FAR 135, and they comply with Section 135.169(b)(4).

c. De Havilland (Twin Otters) Models 100, 200, 300.

(For certification basis, refer to TC Data Sheet No. A 9 EA)

(1) Model 100, Serial Nos. 6 to 115 inclusive; Model 200, Serial Nos. 116 to 230 inclusive; and Model 300, Serial Nos. 130, 210, 231, to 330 inclusive.

De Havilland airplanes of these model designations and serial numbers, when modified in accordance with de Havilland Report AEROC 6.1.G.11 and when the DHC Flight Manual Supplement is inserted in the Airplane Flight Manual, would comply with Section 135.169(b)(3). The extent of modifications required by the de Havilland Report depends on the model and serial number of the airplane. The most extensive modifications are required on Model 100 and 200 airplanes. The modifications required on the Model 300 airplanes are somewhat less. Model 300 airplanes with Serial Nos. 231 to 330, inclusive, already incorporate the two additional exits (one on each side of the airplane) in the forward section of the passenger compartment. It should be noted that the de Havilland Report AEROC 6.1.G.11 covers modifications required to the basic airplane as furnished by the manufacturer. If the basic airplane has been altered, then it will be necessary to confirm that all such alterations comply with SFAR 23; otherwise the airplane might not be in full compliance with Section 135.169(b)(3).

(2) Model 300 Serial Nos. 331 and up.

De Havilland airplanes of this model and these serial numbers are produced to comply with SFAR 23, and they comply with Section 135.169(b)(3).

d. Handley Page Model HP 137 Mk 1

(For Certification basis refer to TC Data Sheet No. A 21 EU)

Airplanes of this model designation have been produced to comply with special conditions equivalent to SFAR 23, and they comply with Section 135.169(b)(2).

e. Short Bros. & Harland Model SC-7 Series 3 (Skyvan)

(For certification basis, refer to TC Data Sheet No. A 15 EU)

Airplanes of this model designation, when modified as indicated below and when the Air Reqistration Board (ARB) Approved Flight Manual DOC. No. SBH. 2.5, Amd'ts G/5, and G/7, is in the airplane, would comply with SFAR 23 and Section 135.169(b)(3). The modifications to comply with SFAR 23 for which the manufacturer received approval are as follows:

(1) Mod. 970 or 871: Addition of rear passenger doors (2).

(2) Mod. 1019: Revised A.S.I. marking for V_{MO}.

(3) Mod. 1042: Alternate static source in S2 static-system.

It should be noted that the manufacturer's modifications cover only those necessary to the basic airplane as furnished by the manufacturer. If the basic airplane has been altered, then it will be necessary to confirm that all such alterations comply with SFAR 23, otherwise the airplane might not be in full compliance with Section 135.169(b)(3).

f. Swearingen Model SA226-TC.

(For certification basis, refer to TC Data Sheet No. A 8 SW)

Airplanes of this model designation have been produced to comply with SFAR 23, and they comply with Section 135.169(b)(3).

g. Volpar, Inc. Turboliner II

(For certification basis, refer to STC No. SA 2204 WE)

Beech 18 series airplanes as defined in STC No. SA 2204 WE, when modified according to this STC and the airplane is furnished with an appropriate Airplane Flight Manual, would comply with SFAR 23 and Section 135.169(b)(3). It should be noted that STC No. SA2204 WE covers modifications required to the Beech 18 series defined in the STC. If this modification is to be made to such Beech 18 series airplane which has been altered, then it will be necessary to confirm that these alterations comply with SFAR 23, otherwise the airplane might not be in full compliance with Section 135.169(b)(3).

5. ADDITIONAL INFORMATION. If an operator or owner has any questions on the information contained herein or needs any further information, he should seek assistance from the Regional Aircraft Engineering Division/ Engineering and Manufacturing Branch through his local General Aviation District Office or Air Carrier District Office.

M. C. BEARD
Director
Office of Airworthiness